

GALT TRAFFIC



The monthly Newsletter of EAA Chap. 932 at Galt Airport, Wonder Lake, IL. (10C). **President:** John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) **Editor:** Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JJHILL@COMPUSERVE.COM)

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JANUARY 2000

POP QUIZ

Question: What year is this?

- A. 5761
- B. 4698
- C. 2660
- D. 2000
- E. 1421
- F. All of the above

As all good FAA test takers know, "All of the above" is *always* the correct answer! The Calendars are, respectively, Jewish, Chinese, Japanese, Gregorian (Julian), and Muslim. Hey, lighten up and have a Happy New Year -whatever you choose to call it!

DECEMBER MEETING

The December 18th meeting was a field trip and no business was conducted. About a dozen of us met at Galt and proceeded to Johnsburg to have a look at Mike and Brian Kelly's RV-8 project. We were there a year ago at which time they were just getting underway. Since then they have completed the wings and empennage and are now constructing the fuselage. When Mike was asked about a completion date he said, "We don't have any set target -- we just enjoy working on it and it will be done whenever it's finished." That's a good attitude that can keep a homebuilder from going crazy!

Next we drove to McHenry to check up on Jim Liss' RotorWay 162F. A year ago, like the Kellys, Jim was just getting started on his project. This year we found Jim at the 90% done, 90% to go stage. This is the stage where things are pretty much together, but there are still dozens of (time consuming) details to finish. Jim has a dandy little chopper and he expects to be flying this spring. He will take the RotorWay factory flight course in addition to the required helicopter training. Jim says he had a great time building the kit. He has high praise for the kit, instructions and factory technical support.

After our visit with Jim, we had a great lunch and bull session at Cullom Knoll. Sorry if you missed this one!

EAA 932 JANUARY MEETING AND 1st ANNUAL BIG PASTA POTLUCK

Hey, if you missed us in December, don't mess up in January! We're trying something new. Our **Big Pasta Potluck** replaces the Chapter Christmas Party that never really flew very well. January is a lot less hectic than December so we're hoping for a big turnout on Saturday Jan. 15th at the Galt Airport Office Building. We'll have a brief meeting at 6:00 PM and perhaps a drink before dinner at 7:00.

Now, this "potluck" is not going to be a big hassle for you. Carla Nusbaum, Rita Musgrave and Sharon Hill have taken on the big chore, the pasta and sauce, and believe me, *Chef Boyardee it aint!*

RSVP by calling Jeff or Sharon Hill, 815-338-3551 by Jan. 10. Let us know how many are coming and tell us whether you will bring your own Italian specialty, or pick an item from our list - easy stuff, like, a bottle of wine, a salad, candles, condiments, etc...

Try and make this one! If you're not a chapter member, come as our guest, we'd love to have you, but be sure to call by Jan. 10.

YEAR 2000 MEMBERSHIP AND DUES

EAA Chapter 932 members will receive a return envelope and brief questionnaire with this issue of *Galt Traffic*. Please return them promptly with your check for your 2000 dues, \$10, payable to EAA Chapter 932. Voting members must furnish your EAA number. If you do not wish to join EAA, we would be pleased to have you as a non-voting associate member for the same \$10.

If you, or a friend is interested in joining the EAA, and/or EAA Chapter 932 **here is a great opportunity for us. From now through February, EAA will rebate \$20 to the Chapter for every member recruited.** The EAA membership is \$40. If you or your friend would like to take advantage of this opportunity, please submit the application through the Chapter 932 Secretary so we are credited with the rebate. Contact EAA Chapter 932 Secretary Jeff Hill, 9610 Hidden Lane, Woodstock, IL, 60098. Or, call me at 815-338-3551, or e-mail me at jjhill@compuserve.com for an application. This is a great way for the chapter to raise a few bucks. Please, help us out if you can.

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Firsts in Aviation from The Wright Brothers to 1920

- 1903 First successful heavier-than-air machine flight.** Aviation was really born on the sand dunes at Kitty Hawk, N.C., when Orville Wright crawled to his prone position between the wings of the biplane he and his brother Wilbur had built, opened the throttle of their homemade 12-hp engine and took to the air. He covered 120 ft in 12 sec. Later that day, in one of four flights, Wilbur stayed up 59 sec and covered 852 ft (Dec. 17).
- 1904 First airplane maneuvers.** Orville Wright made the first turn with an airplane (Sept. 15); 5 days later his brother Wilbur made the first complete circle.
- 1905 First airplane flight over half an hour.** Orville Wright kept his craft up 33 min 17 sec (Oct. 4).
- 1906 First European airplane flight.** Alberto Santos-Dumont, a Brazilian, flew a heavier-than-air machine at Bagatelle Field, Paris (Sept. 13).
- 1908 First airplane fatality.** Lt. Thomas E. Selfridge, U.S. Army Signal Corps, was in a group of officers evaluating the Wright plane at Fort Myer, Va. He was up about 75 ft with Orville Wright when the propeller hit a bracing wire and was broken, throwing the plane out of control, killing Selfridge and seriously injuring Wright (Sept. 17).
- 1909 First cross-Channel flight.** Louis Blériot flew in a 25-hp Blériot VI monoplane from Les Baraques near Calais, France, and landed near Dover Castle, England, in a 26.61-mi. (38-km) 37-min flight across the English Channel (July 25).
- First International Aviation Competition Meeting.** American Glenn Curtis narrowly beats France's Louis Blériot in main event and wins the Gordon Bennett Cup. Meet held at Rheims, France (Aug. 22-28).
- 1910 First licensed woman pilot.** Baroness Raymonde de la Roche of France, who learned to fly in 1909, received ticket No. 36 on March 8.
- First flight from shipboard.** Lt. Eugene Ely, USN, took a Curtiss plane off from the deck of cruiser *Birmingham* at Hampton Roads, Va., and flew to Norfolk (Nov. 14). The following January, he reversed the process, flying from Camp Selfridge to the deck of the armored cruiser *Pennsylvania* in San Francisco Bay (Jan. 18).
- First aircraft to take off from water.** Henri Fabrer in Gnome-powered floatplane, at Martigues, France (March 28).
- 1911 First U.S. woman pilot.** Harriet Quimby, a magazine writer, got ticket No. 37, making her the second licensed female pilot in the world.

- 1912 First woman's cross-Channel flight.** Harriet Quimby flew from Dover, England, across the English Channel, and landed at Hardelot, France (25 mi. south of Calais) in a Blériot monoplane loaned to her by Louis Blériot (April 16). She was later killed in a flying accident over Dorchester Bay during a Harvard-Boston aviation meet on July 1, 1912.
- First parachute jump from a powered airplane.** Albert Berry jumps in a test over Jefferson Barracks military post, St. Louis (March 1). Some sources credit Grant Morton as making first jump in 1911.
- 1913 First multi-engined aircraft.** Built and flown by Igor Ivan Sikorsky while still in his native Russia.
- 1914 First aerial combat.** In August, Allied and German pilots and observers started shooting at each other with pistols and rifles—with negligible results.
- 1915 First air raids on England.** German Zeppelins started dropping bombs on four English communities (Jan. 19).
- 1918 First U.S. air squadron.** The U.S. Army Air Corps made its first independent raids over enemy lines, in DH-4 planes (British-designed) powered with 400-hp American-designed Liberty engines (April 8).
- First regular airmail service.** Operated for the Post Office Department by the Army, the first regular service was inaugurated with one round trip a day (except Sunday) between Washington, D.C., and New York City (May 15).
- 1919 First transatlantic flight.** The NC-4, one of four Curtiss flying boats commanded by Lt. Comdr. Albert C. Read, reached Lisbon, Portugal, (May 27) after hops from Trepassy Bay, Newfoundland, to Horta, Azores (May 16-17), to Ponta Delgada (May 20). The Liberty-powered craft was piloted by Walter Hinton.
- First nonstop transatlantic flight.** Capt. John Alcock and Lt. Arthur Whitten Brown, British World War I flyers, made the 1,900 mi. from St. John's, Newfoundland, to Clifden, Ireland, in 16 h 12 min in a Vickers-Vimy bomber with two 350-hp Rolls-Royce engines (June 15-16).
- First lighter-than-air transatlantic flight.** The British dirigible R-34, commanded by Maj. George H. Scott, left Firth of Forth, Scotland, (July 2) and touched down at Mineola, L.I., 108 h later. The eastbound trip was made in 75 h (completed July 13).

*From the Information Please Almanac, 1996
— Next month, from 1921 to 1940*

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